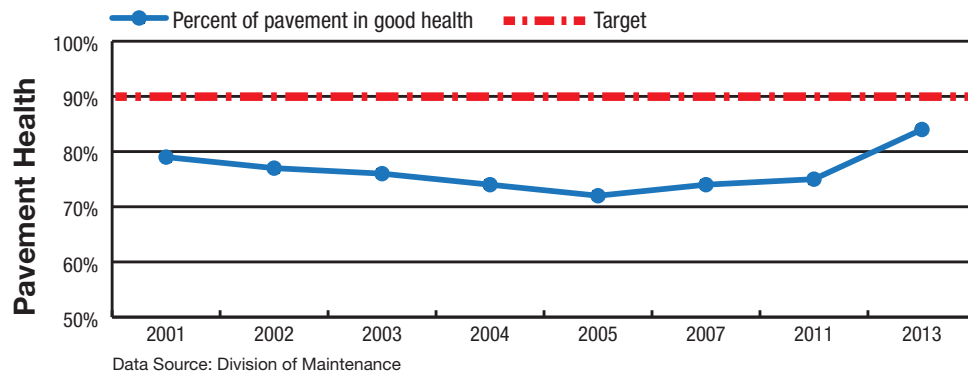


Best in Ten Years!

Higher Overall Pavement Health Statewide Pavement Condition



Caltrans is responsible for maintaining and operating California's 50,000 highway lane miles and measures the health of the pavement to determine future maintenance needs. This *pavement survey* is completed annually.

Most of California's 50,000 highway lane miles were built more than half a century ago. Traffic volumes have quadrupled since the 1960s, and vehicle loads are ever increasing. Today, the state's highways carry 40 percent of the nation's imports and 10 percent of the nation's vehicle miles traveled.

Caltrans repaved Interstate 80 over the Sierra, as shown here at Gold Run in Placer County.

Generally, Caltrans gets about \$685 million a year for pavement needs, but has benefitted from one-time funds from the Proposition 1B 2006 transportation bond, and the 2009 Recovery Act. This has brought us to the highest level of pavement health in more than a decade with 84 percent or 42,000 lane miles of healthy, well-maintained pavement. Caltrans' goal is to improve to 90 percent, which is 45,000 healthy lane miles of pavement by 2023, at a cost of \$2.8 billion a year for the next 10 years to pay for pavement rehabilitation, reconstruction, and preservation. Preventative maintenance on the roadways helps prevent costlier repair and replacement by a factor of 4-to-1.



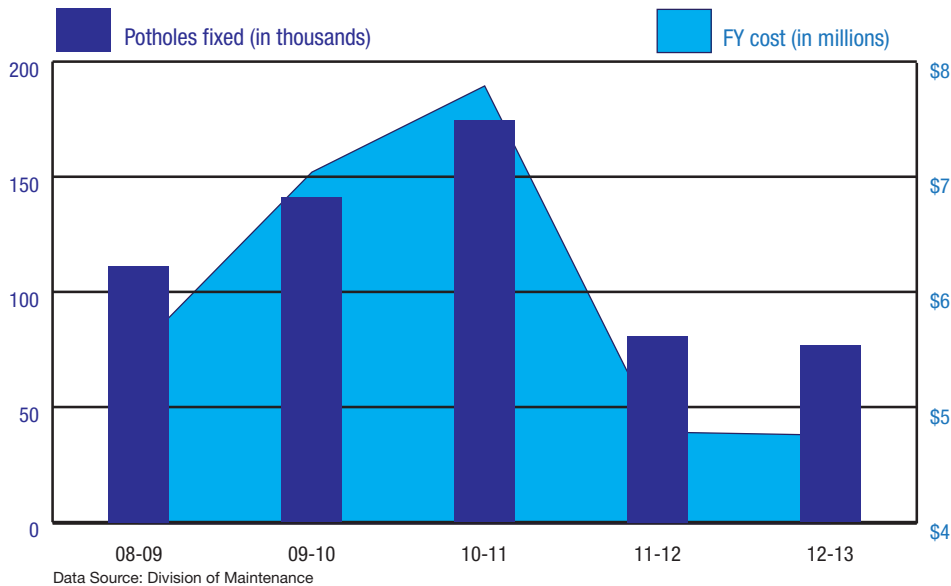
One-Time Funds Pay for Smoother Ride

Healthier Pavement Means Less Potholes

Caltrans measures the number of potholes it fixes in a year to ensure we are properly maintaining the state's 50,000 lane miles.

Caltrans fixed more potholes in 2010 and 2011. In 2012 and 2013, Caltrans filled fewer potholes because we had repaved much of the old worn highways throughout the state with additional one-time funding from the 2006 transportation bond Proposition 1B and the Recovery Act. Caltrans also benefited from lower construction bids during the recession. Repairing potholes and worn pavement helps us meet our goal to continually maintain and increase the miles of healthy, or smooth, pavement throughout the state.

Potholes Fixed and the Cost to Fix Them



A Recovery Act-funded road paving project using rubberized asphalt, a new recycled tires technology, and shoulder backing on State Route 33 in Newman.

